

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0320HO026			
2. Name of Other Railroad or Other Entity with Consist Involved				2a. Alphabetic Code				2b. Railroad Accident/Incident No.			
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP				3b. Railroad Accident/Incident No. 0320HO026			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 3 2 2 2020				6. Time of Accident/Incident 4:00 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>			
7. Type of Accident/ Incident (single entry in code box)		1. Derailment 2. Head on collision 3. Rear end collision		4. Side collision 5. Raking collision 6. Broken train collision		7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction		10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts		13. Other (describe in narrative) 12	
8. Cars Carrying HAZMAT N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision HOUSTON EAST BELT SU			
13. Nearest City/ Town HOUSTON		14. Milepost (to nearest tenth) 6.75		15. State Abbr. TX		Code 48		16. County HARRIS			
17. Temperature (F) (specify if minus) 69 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 1		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2					
21. Track Name/ Number YARD 007		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code					
25. Type of Equipment Consist (single entry)		1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train		5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s).		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		D. EMU E. DMU Code 5		26. Was Equipment Attended? 1. Yes 2. No Code N	
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered		27. Train Number/Symbol 0							
29. Trailing Tons (gross tonnage, excluding power units) 113		31. Principal Car/Unit (1) First involved (derailed, struck, etc) XOMX720059		a. Initial and Number 001		b. Position in Train 000		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote	
(1) Total in Train		0		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist		\$ 113		37. Track, Signal, Way, & Structure Damage		\$ 0		38. Primary Cause Code M599		39. Contributing Cause Code	
Number of Crew Members				Length of Time on Duty							
40. Engineers/ Operators 0		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B	
Fatal		0		0		0		OTH		000-000-000	
Nonfatal		0		0		0					
50. Latitude 29.770121				51. Longitude -95.2917							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) BASIN CARMAN DISCOVERED 7 CARS DERAILED IN TRACK #7 MIDWAY DOWN THE TRACK. FURTHER INVESTIGATION REVEALED THE DERAILMENT OF THE CARS OCCURRED DUE TO BYPASS DRAWBARS DURING FLAT SWITCHING OPERATIONS WITH THE YBS39 21. AFTER FINAL INVESTIGATION OF THIS INCIDENT, A M599 CODE IS BEING USED BASED ON THE FOLLOWING: A HUMAN FACTOR CAUSE WAS NOT APPLIED BECAUSE THE CAR(S) IN QUESTION WERE RELEASED IN THE DESIGNATED PINNING ZONE AND ON TANGENT TRACK. THE CARS WERE RELEASED BETWEEN 3 & 5 MPH AND COUPLING SPEEDS WERE AT 4 MPH BASED ON THE SPEED OF THE RELEASE, DISTANCE TRAVELED, AND THE GRADE OF THE TRACK. THE DRAWBAR WAS NOT SLEWED UPON RELEASE AND THE KNUCKLE WAS OPEN AS VERIFIED BY THE INVESTIGATION FIELD OFFICERS. A REVIEW OF ANY POSSIBLE MECHANICAL DEFECTS WAS EVALUATED AND THE CAR MEASUREMENTS WERE WITHIN ACCEPTED STANDARDS OF COUPLER HEIGHTS WHICH IS BETWEEN 31 & 34 INCHES DEPENDING ONLOAD/EMPTY, AND THE AMOUNT OF GREASE AT THE COUPLER CARRIER WAS IN ACCEPTED STANDARDS. A REVIEW OF ANY POSSIBLE ENGINEERING DEFECTS WAS CONDUCTED AND THE TRACK WAS FOUND TO BE WITHIN ACCEPTED STANDARDS WITH TRACK MEASUREMENTS OF RAIL CONDITION AND GAUGE WITHIN ACCEPTED STANDARDS. BASIN YARD DID HAVE FOUR TRACKS WITH S CURVES IN THE BODY OF THE TRACKS, 6 THRU 9. IN AN EFFORT TO MITIGATE THIS TYPE OF INCIDENT FROM HAPPENING IN THE FUTURE, THE ENGINEERING DEPARTMENT RE-ALIGNED TRACKS 6 THRU 9 TO STRAIGHTEN OUT THE S CURVES IN THESE TRACKS TO PREVENT FUTURE CROSS DRAWBAR DERAILMENTS DURING FLAT											
53. Typed/Printed Name & Title of Preparer				54. Signature				55. Date			
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).											
This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.											

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13. Nearest City/ Town HOUSTON		14. Milepost (to nearest tenth) 6.75		15. State Abbr. TX		Code 48		16. County HARRIS			
17. Temperature (F) (specify if minus) 69 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark 1		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 2		Code		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry 2			
21. Track Name/ Number YARD 007		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		Code		24. Time Table Direction 1. North 3. East 2. South 4. West 2			
25. Type of Equipment Consist (single entry)		1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train		5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s).		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		D. EMU E. DMU Code 7		26. Was Equipment Attended? 1. Yes 2. No Code Y	
27. Train Number/Symbol YBS3		28. Speed (recorded speed if available) R - Recorded E - Estimated 003 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered 2 5 K-Restricted Speed or Equivalent L-Special Instructions		30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0					
29. Trailing Tons (gross tonnage, excluding power units) 704		31. Principal Car/Unit (1) First involved (derailed, struck, etc) CTCX730059		a. Initial and Number 002		b. Position in Train 000		c. Loaded (yes/no) N		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs	
33. Was this consist transporting passengers? (y/n) No		34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	
(1) Total in Train		1		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 35,780		37. Track, Signal, Way, & Structure Damage \$ 792		38. Primary Cause Code M599		39. Contributing Cause Code					
Number of Crew Members				Length of Time on Duty							
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 05 Mins: 30		45. Conductor Hrs: 05 Mins: 30	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B	
Fatal		0		0		0		OTH		000-000-000	
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